

Office Memorandum • UNITED STATES GOVERNMENT

TO : AD/RR

DATE: 28 Feb 1951

FROM : [REDACTED] 25X1A9a

SUBJECT: I. Project - Immediate Survey of Present Soviet Sufficiency in Aviation Fuels II. Critique of Working Paper dated 15 January 1951.

1. Attached is an enlarged statement on the above subject and other material related thereto.

2. The gist of the statement is:

(a) A committee was established 1 August 1950 to supplement the above entitled project and the writer was named chairman of the project by the Director of CIA.

(b) The project was divided into two parts: 1. Requirements - for which the Air Force was given responsibility and 2. Availability - for which CIA was responsible.

3. The Air Force responsibility in the project was almost completed and submitted at the time of reorganization of ORE and completion of the Availability section was in sight. The Chief of the Petroleum Section ORE-O/RR however did not submit his report to the Committee Chairman, but instead wrote an uncoordinated, unilateral report including data furnished by the Air Force to the Committee. This procedure does not do justice to the Air Force nor to its large contributions to the project. In addition, the working paper contains fundamental errors as follows:

(a) Statements about the requirements of grade 100/130 aviation gasoline for the years 1951 and 1952 are in error.

(b) The report fails to show the optimum requirements of grade 100/130 aviation gasoline as estimated by the Air Force, nor does it emphasize that there is an actual production shortage of this grade which necessitates substitution of a lower grade.

(c) About half of the report is devoted to estimating civilian requirements of petroleum products generally in connection with production of jet fuel. The latter is far in excess of requirements as could be shown by inspection of the data in ORE-2449. Laboring this question at great length in the report is not only unnecessary but is confusing to the issue.

(d) The report fails to show the amounts of aviation gasoline components produced or the blending method of estimating various grades of high octane aviation gasoline from the data. Since this is available,

an example should be shown and specific reference given to the publication showing blending data. This would permit future workers in the field to check and extend the conclusions.

(e) Other desirable data have been requested (as shown in the appended sheet) to integrate availability and requirements, and to give the report flexibility and utility for future estimates.

(f) The report is vague about the basis for estimates of new construction of specialized equipment for high octane aviation gasoline components and may be open to question in this connection.

4. The writer will cooperate fully in any decision made in connection with the completion of this project.